

2 UTILITY BILLS CAUSING STIR IN SENATE

Republicans and Democrats Each Wish Party Representative Measure To Be Accepted

It seems certain that the senators are going to fight. And what may surprise even the solons, the first long fight is to be waged over the public utility bills, according to the predictions of well informed politicians.

The fight over this act, if fight there is, will have the interesting status of a political contest and the honor which will fall to the winner will be the honor of having the act carry the stamp of his party.

On the first day of the session, Senator Metzger, from the Democratic ranks, and Senator Rice, a sponsor for Republicanism, entered the chamber carrying their individual and lengthy public utility bills, which were on that day introduced. Senator Metzger got up first before the body first.

Since that time, occasional rumors have been floating about reporting a compromise reached between the two senators whereby one agreed to withdraw his bill in the interest of peace. But the reports were only rumors—heady that—and now Senator Metzger's statement that he hopes his opponent will withdraw his bill has been the only assurance of a peace and that the halls of the chamber will not "run red" with blood.

It is the custom in granting "commission work" to allow the contractor ten per cent of the total cost, providing he furnishes his own tools, and five per cent if the city furnishes the tools. In this case it is said Devine and Hardesty were given the tools by the city, yet they figured their work on the ten per cent basis, as appears from the vouchers.

It is pointed out that not only is Hardesty a supervisor, but in addition to that, as a member of the road committee, it would be his duty to pass on the work. This he has not yet done, due to the action of the engineers, it was stated today.

He is making efforts, it was stated this morning, to settle the matter with the engineering department, but so far his efforts have been unsuccessful, as Whitehouse is ill.

other counties. Their decisions are final.

Senator Rice's bill gives the number of commissioners as three, and the offices are elective. Their rulings may be reviewed by the supreme court.

The unappealable feature is argued strongly for by Senator Metzger. He points out that the commissioners would be powerless in every case an appeal could be taken, as whether or not the appeal was sustained or reversed, it would mean a long delay in carrying out the terms of the decision, and perhaps would mean in justice in the end.

The jurisdiction of the commissioners in both bills is about the same, giving them the right to pass on all acts of the utility companies where the public is either directly or indirectly involved.

HARDESTY UNDER FIRE

(Continued from Page 1.)

der, assistant county engineer, went over the work and reported that \$160 was all that it properly should cost.

This came to light when the bills for the construction of a sidewalk and curbing were presented to the city engineer, and when the latter, it is stated, flatly refused to approve the amounts, stating that the sum charged for the work was exorbitant.

The work was let out on the "commission basis" ostensibly to D. R. Devine, but it is said at the road department the work was done under the direct supervision of Hardesty, and the vouchers show that the latter valued his services at five dollars a day, which is the same amount as that charged by Devine.

Three bills for the work were put in. The first was for \$315.70, the second for \$42.24, and the third for \$24.30, making a total of \$382.24, which is considerably more than double the amount the work was expected to cost.

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Hardesty could not be reached by the Star-Bulletin this morning, and employees at the city hall were reluctant, stating that they preferred the

matter to come up at open meeting before stating an opinion.

Hardesty Gives His Side

When Hardesty was seen this afternoon he stated that he was engaged in the work merely as a day laborer, for which service he was to receive five dollars a day, as shown by the bills submitted to the engineer, and that for that reason the law prohibiting an official from engaging in compensatory work for the government did not apply to him.

"I worked for Mr. Devine six or seven days for five dollars a day," he stated this afternoon, "and I had no part in the contract side of the job. The only trouble about this is that it costs more than the engineer figured, while I was due to the fact that we struck layers of rock, which had to be removed, and I think Mr. Whitehouse didn't like it because we did it without saying anything to him. Then another thing which caused the extra expense was the putting in of a double curb which I found to be desirable."

"This whole thing will blow over right away. I think when Mr. Whitehouse knows the facts about the matter he will pass the bills. My only connection with the work, I say, was as a laborer, working for five dollars a day, and having nothing whatever to do with the contract part of it. That was Devine's part."

MARINE ART EXHIBIT TO CLOSE THIS WEEK

W. A. Coulter, the marine painter, will return to San Francisco by the steamer Wilhelmina sailing next week. Consequently he can't keep his exhibit in the hall over Castle & Cooke's open beyond the end of this week.

There was a persistent rumor the latter part of last week that Mr. Coulter had sold his masterpiece, "Burning the Blue Light," to George Beckley for \$50,000, but it proves to have been too good to be true, as the artist said this morning when questioned. It would indeed be a grand thing if this great picture could be retained in Honolulu, which it is hoped will be the maritime center of the Pacific after the opening of the Panama Canal.

There are many other pieces of smaller dimensions than the masterpiece, which would enrich appropriate many Honolulu collection. Time is yet left for patrons of art to make selections from Mr. Coulter's exhibit. Catalogues are available at the place.

Mr. and Mrs. Arthur Martell of Boston, who have been much in the public eye because of the "perfect training" they claim to be giving their nine-year-old adopted daughter, are seeking a divorce.

Tentative plans have been drawn up for an international track and field meet between Harvard and Yale and Oxford and Cambridge universities. The meet will be held on the Harvard stadium in June or July.

EXPOSITION PLANS MOVE ON AND GREAT FAIR TAKES SHAPE

SAN FRANCISCO.—John McLaren, landscape engineer of the exposition, has issued an appeal to the fruit growers of the state to furnish him with orange trees for beautifying the courts at the Panama-Pacific International Exposition.

These trees will not be required until next fall. Mr. McLaren would like to have the trees that have a spread of branch from ten to twelve feet. He assumes the privilege of sending experts to the orchards to root prune and prune the trees and prepare them for shipment to the exposition.

On February 20, President Charles C. Moore of the Panama-Pacific International Exposition stated that a careful review of progress upon the exposition enabled the management to repeat and emphasize its promise made a year ago that the exposition will be ready in every detail and opened on the morning of the day announced, February 20, 1915.

A record number of applications for participation in the world's fair at San Francisco by foreign nations and states and territories of the United States government has assured the most comprehensive display ever made.

Hundreds of conventions and conferences are being arranged for the Panama-Pacific International Exposition in 1915, to be held in the various festival halls and auditoriums which are being erected for their accommodation both in the exposition itself and in the city of San Francisco. One of the most striking of these conferences will be a congress of the musicians of the world when a massed chorus of 20,000 voices gathered from the best singers of all nations will render classical music from day to day. A notable feature of this congress will be the rendition of folk songs presented by numerous folk song societies from every quarter of the globe.

To date the applications for concessions in the Panama-Pacific International Exposition exceed in numbers and excel in originality any similar features of previous expositions. They include reproductions in miniature of the Panama Canal, Yellowstone National Park and the Grand Canyon of the Colorado river, each of which is being erected at an expenditure exceeding \$250,000.

Rapid progress is being made upon the sculpture and color plans of the Panama-Pacific International Exposition. The whole scheme of color in the exposition is under the distinguished direction of Mr. Jules Guerin, acknowledged as America's greatest artist in color. Mr. Karl Bitter, as director of sculpture, is assisted by Mr. A. Sterling Calder and an army of sculptors who are now at work in

their New York studios.

The illumination of the Panama-Pacific International Exposition will form a remarkable attraction. The work is under the direction of Mr. W. D. A. Ryan, in charge of the lighting of the Panama Canal and who has perfected a scheme enabling him to produce light effects undreamed of at any of the former world's expositions. In the exposition there will not be a single article of lighting equipment that was ever used before. A sum exceeding \$50,000 has been expended in a single line of experiment in the development of cut glass reflectors, to be known as jewels for use at the exposition. The results to be produced for their reflected light will be of a startling and scientifically wonderful nature.

After nearly a year of negotiations between the exposition management and the national association of automobile manufacturers, an agreement has been reached under which there will be a place erected solely devoted to the exhibition of automobiles and what pertain to automobiles. This palace will be erected at a cost of several hundred thousand dollars, will cover an area of about 210,000 square feet, or more than five acres. It will be about four times as large as the Coliseum at Chicago and in it we could put four or five Madison Square Gardens of New York. No single industry has ever presented an exhibit on half so vast a scale.

A stupendous and record-breaking exhibition of automobiles and motorcycles, accessories, and everything that pertains to auto transportation, will be one of the most distinctive features of the Panama-Pacific International Exposition in San Francisco in 1915. So vast in expense and so rich in mechanical and artistic accomplishment will this immense exhibition be that it will utterly dwarf anything of that kind that has ever been attempted.

Harbor View, the site of the Panama-Pacific International Exposition, which covers an area of 625 acres, stretching along the shores of San Francisco Bay for a distance of three miles to the famous Golden Gate at the edge of the Pacific ocean, presents a scene of lively activity today.

Thousands of men and teams are at work. Several hundred acres of land have been filled in, graded and laid with roadways and railroad tracks along the bay shore which forms the northern boundary of the exposition grounds. Steam cranes, dredges, motors and mule teams by the hundred are at work in the building preparations now making great strides at Harbor View. Millions of feet of lumber are being unloaded on the exposition site. The buildings are steps toward the dissolution of the fast being raised, giving, as yet, but a faint impression of the beauties that \$80,000,000, starch, glucose and are to be.



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